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FISCAL IMPACT STATEMENT

LS 6650

BILL NUMBER: HB 1446

NOTE PREPARED: Jan 30, 2004

BILL AMENDED: Jan 29, 2004

SUBJECT: Grant Anticipation Revenue Bonds.

FIRST AUTHOR: Rep. Bauer

FIRST SPONSOR:

BILL STATUS: CR Adopted - 1st House

FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 X FEDERAL

IMPACT: State

Summary of Legislation: (Amended) This bill authorizes the Transportation Finance Authority to issue bonds or notes secured by lease rentals relating to highway improvement projects and anticipated to be paid from receipt in the current federal fiscal year or a future federal fiscal year of federal transportation revenues. The bill provides that when issuing the bonds or notes, the authority is subject to certain rules concerning minority and women's business participation.

Effective Date: July 1, 2004.

Explanation of State Expenditures: (Revised) The bill establishes the Grant Anticipation Fund to be administered by the Department of Transportation (DOT) for the purpose of constructing and reconstructing state highways. Money in the Fund does not revert at the end of a state fiscal year.

The Department may use the money in the Fund only to pay (1) the cost of construction or reconstruction of a highway improvement project; (2) the cost of acquisition of all land, rights-of-way, property, etc.; (3) the cost of demolishing or removing buildings, structures, etc.; (4) engineering and legal expenses and the costs of plans; (5) and payment of rentals and performance of other obligations under contracts or leases relating to highway improvement projects securing grant anticipation revenue bonds or notes.

The Fund shall receive federal transportation revenue apportioned or allocated to Indiana by the U. S. Department of Transportation under 23 U.S.C. or other federal money available that may be used for a project under this program.

The bill allows the Transportation Finance Authority (TFA) to issue Grant Anticipation Revenue Bonds (GARVEE). This bond program permits states to pay debt service and other bond-related expenses with

future federal-aid highway apportionments. Before the bonds are issued, DOT must prepare a revenue declaration providing specific information on the amount or percentage of federal transportation revenues received by the state during a state fiscal year to be deposited in the grant anticipation fund and the number of years those deposits shall be made. This declaration is subject to the approval the Budget Agency and TFA. The bill limits the total amount of the lease rentals securing grant anticipation bonds or notes during any state fiscal year to the maximum of \$60 M or 50% of any increase in federal funds over the FFY 2002 level of \$716 M.

The specific impact will depend upon the number of proposed projects to be financed, the amount of federal transportation revenue available, and market conditions. Preliminary analysis from TFA suggests that approximately \$795 M in bonds could be issued between 2004 to 2007 using this federal revenue stream supported with total debt service payments of approximately \$60 M annually.

Background: The table below contains information on the last six years of Federal Highway Trust Fund (FHTF) Apportionments.

Federal Fiscal Year	\$ Amount
FFY 1998	\$530 M
FFY 1999	\$661 M
FFY 2000	\$670 M
FFY 2001	\$735 M
FFY 2002	\$716 M
FFY 2003	\$621 M *
*Congress authorized states to use FHTF balances to flat line spending authority from FFY 2002 to FFY 2003.	

Explanation of State Revenues:

Explanation of Local Expenditures:

Explanation of Local Revenues:

State Agencies Affected: Transportation Finance Authority; Department of Transportation.

Local Agencies Affected: Local transportation and highway agencies in whose localities these projects might occur.

Information Sources: Transportation Finance Authority.

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